C48/989-2

SOUTH

# CINCINNATI

NORTH

## SECTIONAL AERONAUTICAL CHART
## SCALE 1:500,000

Lambert Conformal Conic Projection Standard Parallels 33°20′ and 38°40′

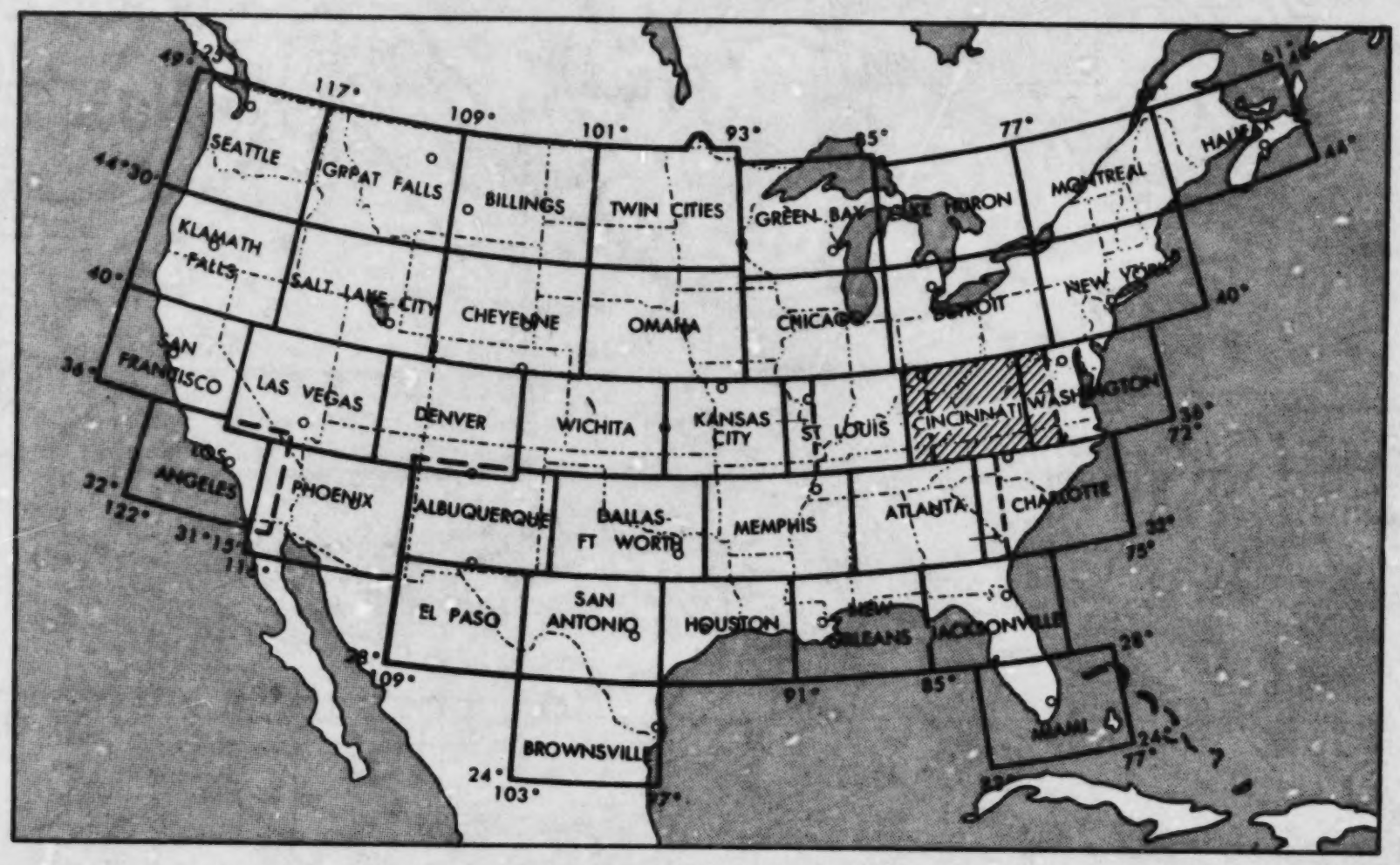
Topographic data corrected to May 1989

42ND EDITION July 27, 1989

Includes airspace amendments effective July 27, 1989
and all other aeronautical data received by June 1, 1989
Consult appropriate NOTAMs and Flight Information
Publications for supplemental data and current information.

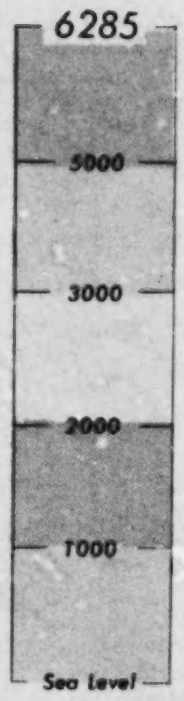
This chart will become OBSOLETE FOR USE IN NAVIGATION upon publication of the next edition scheduled for JANUARY 11, 1990

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE
SPECIFICATIONS AND AGREEMENTS, APPROVED BY:
DEPARTMENT OF DEFENSE * FEDERAL AVIATION ADMINISTRATION * DEPARTMENT OF COMMERCE




CONTOUR INTERVAL 500 feet
Intermediate contour 250 feet
——500—— ——250——

HIGHEST TERRAIN elevation is 6285 feet
located at 36°06′N – 82°07′W
Critical elevation ---------- ▲4254
Approximate elevation ---------- x3200
Doubtful locations are indicated by omission of the point locator (dot or "x")




### MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted – route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory. Also, the VFR Wall Planning Chart is issued every 56 days and displays current route configurations and a composite tabulation of altitudes along these routes.

Military Pilots refer to Area Planning AP/1B Military Training Route North and South America for current routes.

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30

METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

Published at Washington, D.C.
U.S. Department of Commerce
National Oceanic and Atmospheric Administration
National Ocean Service

C 55.416/10: _____

# CINCINNATI

## LEGEND

AIRPORTS

ADDITIONAL AIRPORT INFORMATION

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

AIRSPACE INFORMATION

OBSTRUCTIONS

TOPOGRAPHICAL INFORMATION

MISCELLANEOUS

MILITARY TRAINING ROUTES (MTR)

All IR and VR MTRs are shown, and may extend from the surface upward. Only the route centerline, direction of flight along the route and the route designator are depicted. Route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are issued every 6 months, you must always consult the appropriate current FLIP for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport Facility Directory. At the VFR Grid Planning Chart is issued every 56 days and displays current route configurations and a composite tabulation of altitudes along these routes.

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CONVERSION OF EQUATIONS

Published at Washington, D.C.
U.S. Department of Commerce
National Oceanic and Atmospheric Administration
National Ocean Service

# CINCINNATI

SECTIONAL AERONAUTICAL CHART
SCALE 1:500,000

Lambert Conformal Conic Projection, Standard Parallels 33°00' and 45°00'

Topographic data corrected to May 1989

42ND EDITION July 27, 1989

Includes airspace amendments effective July 27, 1989 and all other aeronautical data received by June 1, 1989
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This chart will become OBSOLETE FOR USE IN NAVIGATION upon publication of the next edition scheduled for JANUARY 31, 1990

DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION • DEPARTMENT OF COMMERCE

CONTOUR INTERVAL 500 feet
Intermediate contour 250 feet

HIGHEST TERRAIN elevation is 6,285 feet
located at 38°06'N - 82°07'W
Critical elevation ..... ▲7254
Approximate elevation ..... ×6285

Doubtful locations are indicated by omission of the point locator idot or "x".

### CONTROL TOWER FREQUENCIES ON CINCINNATI SECTIONAL CHART

Airports which have control towers are indicated on this chart by the letters CT followed by the primary VHF local control frequency. Selected transmitting frequencies for each control tower are tabulated in the adjoining airport. The tics or medium intensity runway lighting is listed first followed by a VHF local control frequency, and the primary VHF and UHF military frequencies, when these frequencies are available. An asterisk (*) follows the part time tower frequency removed to the advisory full time FSS for use as Airport Advisory Service (AAS) during hours tower is closed. Hours shown are local - mo. Radio call provided if different from tower name.

Automatic Terminal Information service (ATIS) frequencies shown on the face of the chart are normal arriving frequencies, all ATIS frequencies available are not listed below.

ASR and/or PAR indicates Radio instrument Approach available.

| CONTROL TOWER | RADIO CALL | OPERATES | ATIS | FREQ | ASR/PAR |
|---|---|---|---|---|---|
| RICHMOND | CLAIRSBURG | 1700-2200 | | 126.7 252.9 | ASR |
| BLACKSTONE AAF PERSHING | BLACKSTONE | 0700-1700 MON-FRI APR-SEP | | 126.2 241.0 | |
| BLUE GRASS | LEXINGTON | 0600-2400 | 126.3 | 119.1 257.8 | ASR |
| BOLTON AF | | 0700-2100 | | 119.0 | |
| CHARLOTTESVILLE-ALBEMARLE | CHARLOTTES VILLE | 0648-2300 | | 124.3 242.7 | |
| CINCINNATI-LUNKEN | LUNKEN | 0700-2300 | 120.35 | 118.7 257.8 | |
| CGX DAYTON MUL | DAYTON | CONTINUOUS | 123.8 | 119.9 257.8 | ASR |
| EASTERN WV REGIONAL SHEPHERD | MARTINSBURG | 0800-2300 TUE THU 0800-1600 FRI & SAT CLT SUBJECT TO ANG OPNS | | 124.5* 256.6 | |
| GREATER CINCINNATI INTL | CINCINNATI | CONTINUOUS | 135.2 | 118.3 286.6 | ASR |
| GREENBRIER VALLEY AF | LEWISBURG | 0900-1900 | | 118.9 | |
| LYNCHBURG-GENIM | LYNCHBURG | 0630-2300 | 119.8 | 120.7 257.8 | |
| MORGANTOWN-HART | MORGAN TOWN | 0700-2400 | | 126.0* 257.8 | |
| OHIO STATE UNIV | | 0700-2300 | 121.35 | 118.8 258.2 | |
| PIEDMONT TRIAD INTL | GREENSBORO | CONTINUOUS | 128.55 | 119.1 256.3 | ASR |
| PORT COLUMBUS INTL | COLUMBUS | CONTINUOUS | 134.6 | 120.1 257.8 | ASR |
| RICKENBACKER ANGB | RICK | CONTINUOUS | 132.1 275.5 | 126.3 348.6 | ASR |
| ROANOKE/WOODRUM | ROANOKE | 0600-2400 | 118.65 | 118.3 257.8 | ASR |
| Smith REYNOLDS | SALEM | | 121.3 | 118.7 257.8 | |
| SPRINGFIELD-BECKLEY | SPRINGFIELD | 0830-1630 TUE & FRI 1000-2100 WED 0830-2000 THU 0700-1300 SAT CLSD SUN-MON & HOL | | 120.7 283.1 | |
| TRI-CITY REGIONAL | | 0600-2400 | 118.25 | 119.5 257.8 | ASR |
| TRI STATE/WALKER (GHG) | HUNTINGTON | CONTINUOUS | 120.2 | 118.3 257.8 | ASR |
| WHEELING OHIO CO | WHEELING | 0700-2200 MON-FRI 1000-2000 SAT-SUN | | 118.1 257.8 | |
| WOOD CO-WILSON | PARKERSBURG | 0700-2300 | 134.35 | 123.7* 257.8 | |
| WRIGHT-PATTERSON AFB | PATTERSON | CONTINUOUS | 113.2 269.9 | 126.9 389.6 | ASR |
| YEAGER | CHARLESTON | CONTINUOUS | 127.6 | 120.7 257.8 | ASR |

### TCA, ARSA, TRSA, AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

| | |
|---|---|
| CHARLESTON ARSA | 126.1 298.95 (NORTH)<br>119.2 269.7 (SOUTH) |
| COLUMBUS ARSA | 124.2 297.4 (090°-269°)<br>124.2 279.6 (270°-089°) |
| COVINGTON ARSA | 126.45 337.2 (NW 18.5a (307°-359° (NW) 98,121 (090°-269°)<br>128.7 257.2 (NW) 18.5a (360°-179° (NW) 98,121 (270°-089°) |
| DAYTON ARSA | 127.65 394.1 (360°-090°)<br>118.85 227.1 (091°-180°)<br>124.45 316.7 (181°-359°) |
| GREENSBORO ARSA | 120.9 233.2 (025°-049°)<br>118.5 284.6 (050°-109°)<br>126.6 322.3 (110°-249°) |
| LEXINGTON ARSA | 120.15 239.4 (040°-220°)<br>120.75 298.8 (221°-039°) |
| ROANOKE ARSA | 124.15 339.8 (000°-139°)<br>128.9 339.8 (151°-359°) |
| BRISTOL TRSA | 118.4 349.0 (047°-227°)<br>120.5 317.5 (228°-046°) |
| HUNTINGTON TRSA | 119.75 257.8 (121°-299°)<br>132.95 257.8 (300°-120°) |
| BLACKSTONE AAF PERSHING RADAR | 118.75 353.9 |
| RICKENBACKER ANGB RADAR | 119.15 299.6 |

### CONTROL TOWER FREQUENCIES ON CINCINNATI SECTIONAL CHART

Airports which have control towers are indicated on this chart by the letters CT followed by the primary VHF local control frequency. Selected transmitting frequencies for each control tower are tabulated in the adjoining airport. The tics or medium intensity runway lighting is listed first followed by a VHF local control frequency, and the primary VHF and UHF military frequencies, when these frequencies are available. An asterisk (*) follows the part time tower frequency removed to the advisory full time FSS for use as Airport Advisory Service (AAS) during hours tower is closed. Hours shown are local - mo. Radio call provided if different from tower name.

Automatic Terminal Information service (ATIS) frequencies shown on the face of the chart are normal arriving frequencies, all ATIS frequencies available are not listed below.

ASR and/or PAR indicates Radio instrument Approach available.

ARRIVING VFR AIRCRAFT SHOULD CONTACT APPROACH CONTROL WITHIN 20 NM ON 126.65 255.2

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by inked lines of latitude and longitude are representative of THOUSANDS and HUNDREDS of feet above mean sea level. The last two digits are omitted and information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.)

Example: 12,500 feet ..... 125

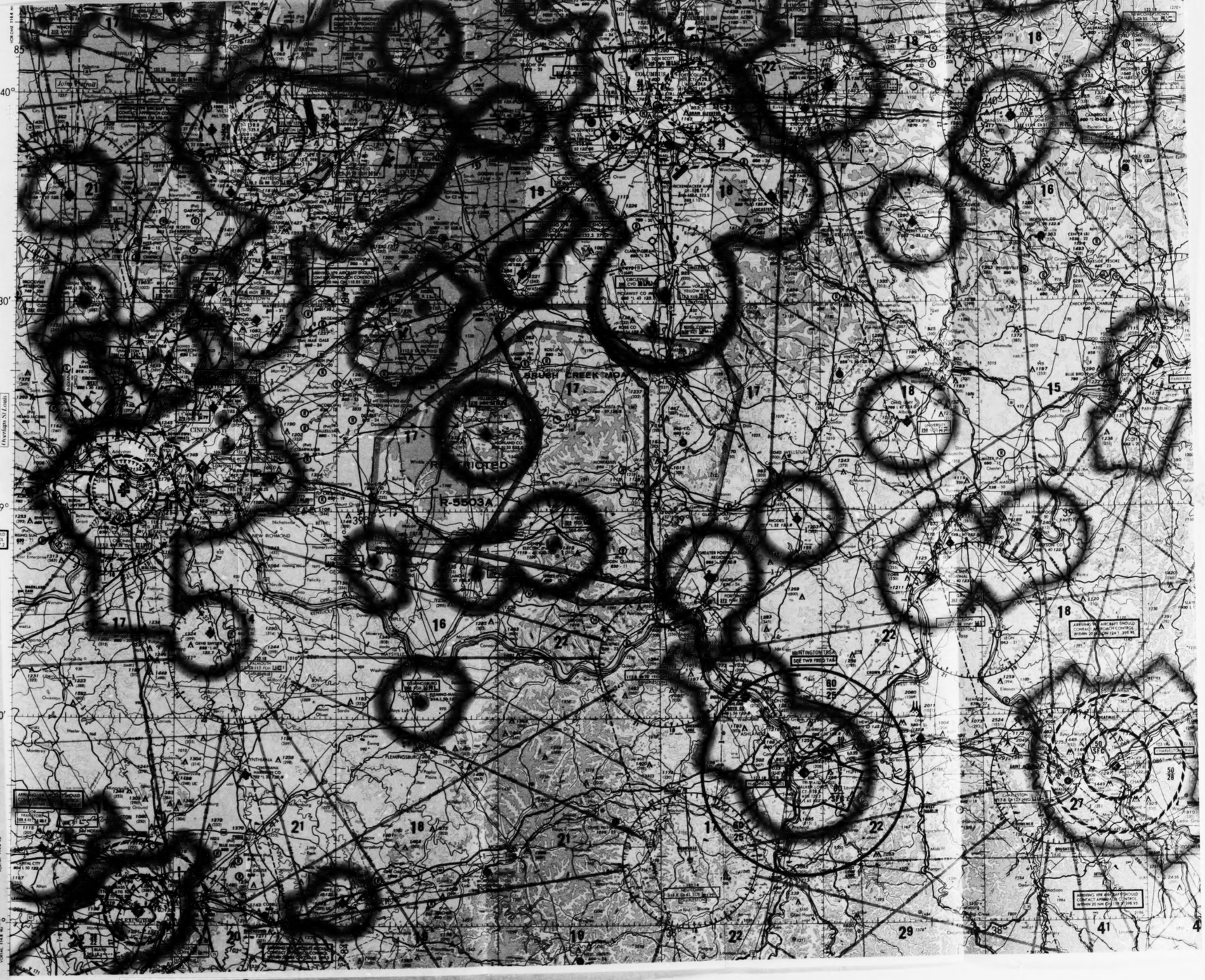
### PLOTTING DIRECT ROUTE ON NORTH-SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional/VFRAC chart. To plot a course from one side to the other, the navigator must first draw two "match lines" that are common to both sides. On the north side connect the mark "A" and the most northern minutes of southern latitude. On the south side connect the mark "B" and the most northern minutes of southern latitude. These "match lines" must have the same latitude on both the north and south sides.

Step No. 1
On the side of the chart having a terminal point nearer the match line, place a sheet of paper (or chart) so that one edge corresponds to the match line. Mark the match line at each end of the sheet. Make a mark on the edge of the paper at Terminal Point 1 (Mark "A" as illustrated) and also another mark on the chart corresponding exactly to the edge of the chart (Mark "B" as illustrated).

Step No. 2
Turn the chart over and transfer Mark "B" from the north side of the chart to the south side, aligning the mark to the match line. Align the sheet of paper to the match line with the corner of the sheet at the transferred Mark "B". With a straight edge draw a line from Terminal Point 2 to Mark "A" to intersect the match line forming Point "C".

Step No. 3
Turn chart over and transfer Point "C" from the south side to the north side. This can be done by measuring the distance from Mark "B" to Point "C" along the match line from the south side; with a straight edge draw a line from Point "C" to Terminal Point 1. This line is the continuation of the direct route drawn on the south side.

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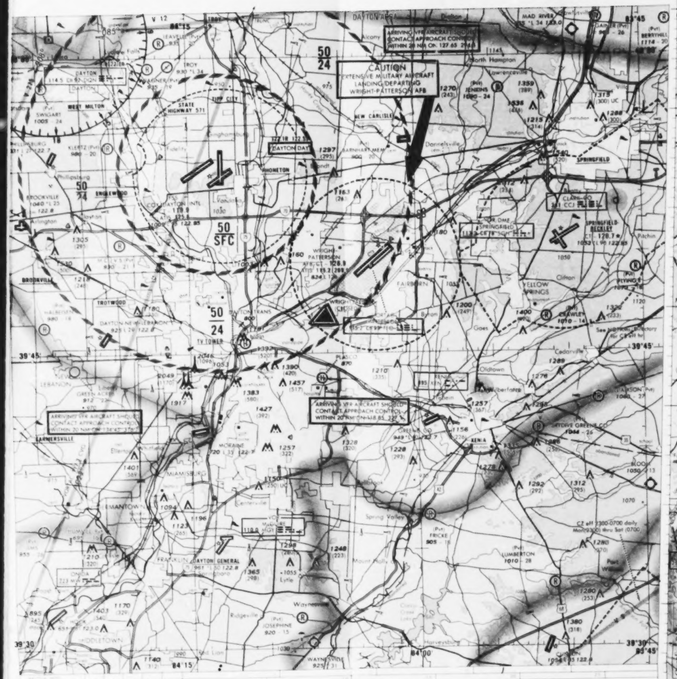
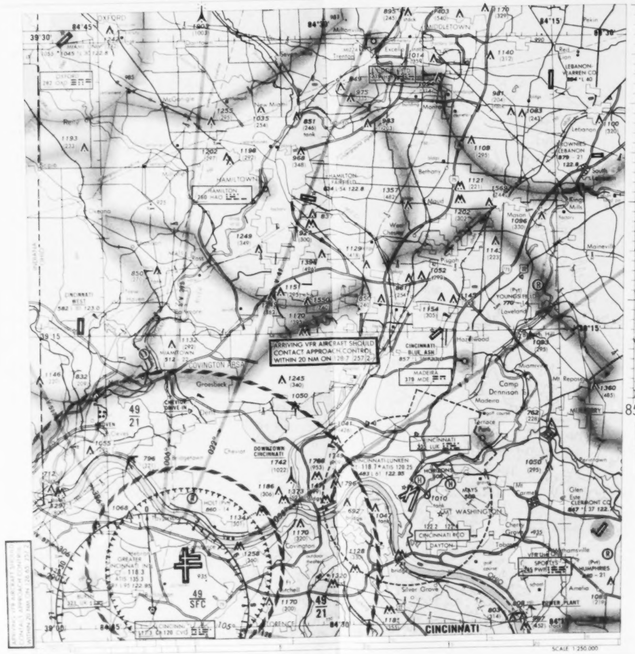
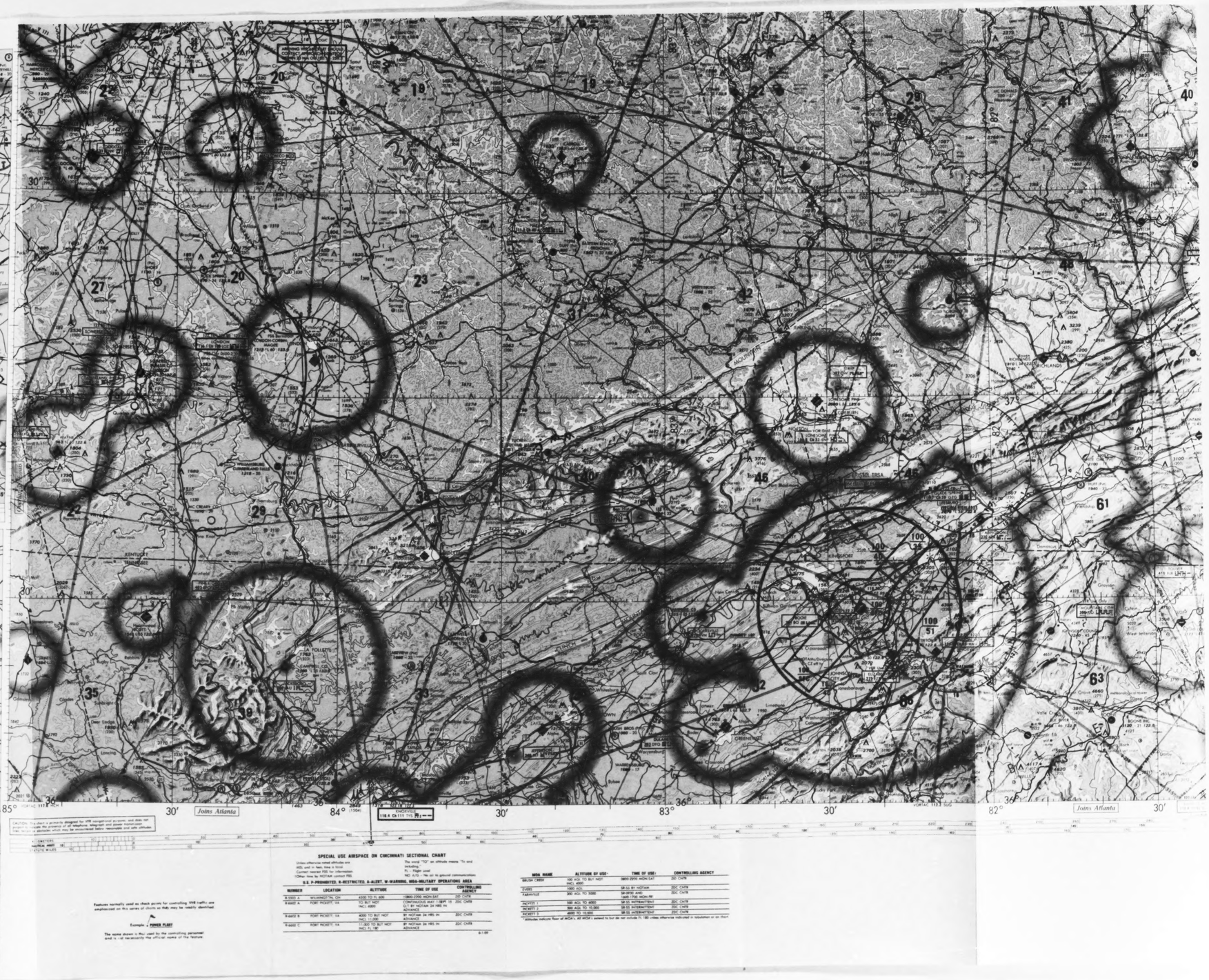
EVERS MOA




## SPECIAL USE AIRSPACE ON CINCINNATI SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet. time is local. Contact nearest FSS for information. †Other time by NOTAM. contact FSS.

The word "TO" an altitude means "To and including."
FL ... Flight Level
NO AUTH ... No ac in ground communications

**U.S. P-PROHIBITED, R-RESTRICTED, A-ALERT, W-WARNING, MOA-MILITARY OPERATIONS AREA**

| NUMBER | LOCATION | ALTITUDE | TIME OF USE | CONTROLLING AGENCY |
|---|---|---|---|---|
| R-5302 A | WILMINGTON, OH | 4300 TO FL 600 | 1080-2200 MON-SAT | ZID CNTR |
| R-6402 A | FORT PICKETT, VA | TO BUT NOT INCL 4800 | CONTINUOUS AVAT 1 SEP 15 OCT BY NOTAM 24 HRS IN ADVANCE | ZDC CNTR |
| R-6403 B | FORT PICKETT, VA | 4000 TO BUT NOT INCL 11,000 | BY NOTAM 24 HRS IN ADVANCE | ZDC CNTR |
| R-6403 C | FORT PICKETT, VA | 11,000 TO BUT NOT INCL FL 180 | BY NOTAM 24 HRS IN ADVANCE | ZDC CNTR |

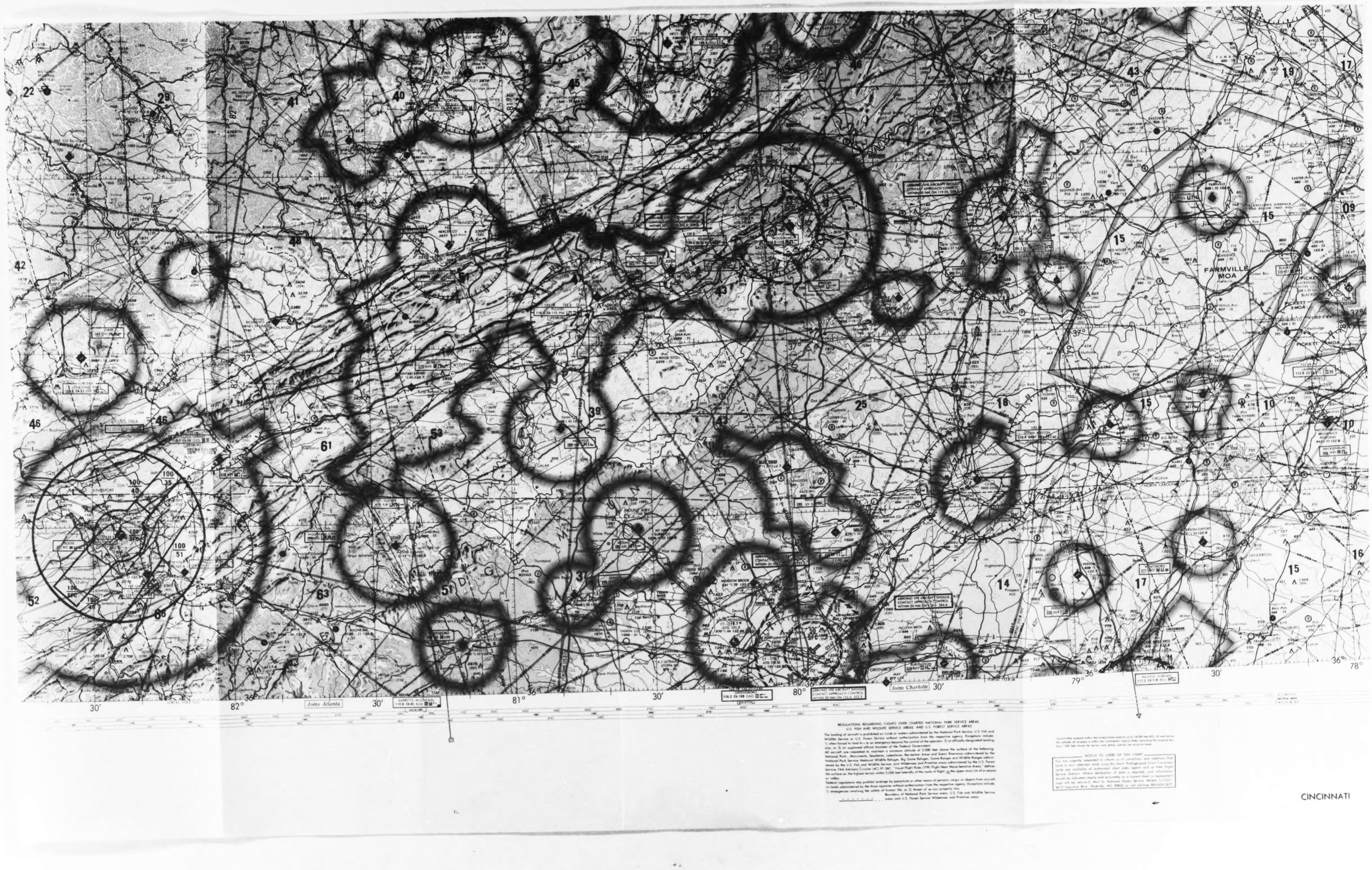
Features normally used as check points for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: ▲ POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

| MOA NAME | ALTITUDE OF USE* | TIME OF USE: | CONTROLLING AGENCY |
|---|---|---|---|
| BIRCH CREEK | 100 AGL TO BUT NOT INCL 4000 | 0800-2200 MON-SAT | ZID CNTR |
| EVERS | 1000 AGL | SR-SS BY NOTAM | ZDC CNTR |
| FARMVILLE | 300 AGL TO 5000 | SR-SRISE AND 1600-1700 MON-FRI | ZDC CNTR |
| INCKETT 1 | 500 AGL TO 6000 | SR-SS INTERMITTENT | ZDC CNTR |
| INCKETT 2 | 500 AGL TO 10,000 | SR-SS INTERMITTENT | ZDC CNTR |
| INCKETT 3 | 4000 TO 10,000 | SR-SS INTERMITTENT | ZDC CNTR |

*Altitudes indicate floor of MOA's. All MOA's extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.




REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator; 2) at officially designated landing sites; or 3) on approved official business of the Federal Government.

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following National Park - Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service; National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service; and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36C, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper most rim of a canyon or valley.

Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas and U.S. Forest Service Wilderness and Primitive areas.

Uncontrolled airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within the Continental Control Area, excluding the airspace less than 1,500 feet above the terrain and certain special use airspace areas.

NOTICE TO USERS OF THIS CHART

You are urgently requested to inform us of corrections and additions that come to your attention while using this chart. Postage-paid Chart Corrections cards are available at authorized chart sales agents and at FAA Flight Service Stations. Where delineation of data is required, such information should be indicated clearly and accurately on a current chart (a replacement copy will be returned). Mail to: National Ocean Service, NOAA, N/CG2, 6010 Executive Blvd., Rockville, MD 20852 or call toll-free 800-638-8972.

CINCINNATI